



TUESDAY EVENING, JAN. 30, 1906.

CHRISTIAN IX, the aged King of Denmark, dean of the crowned heads of Europe, father of King George of Greece, of Queen Alexandra of Great Britain and Ireland, and of the Empress Dowager Maria Feodorovna of Russia, grandfather of King Haakon VII. of Norway and related by blood or by marriage to most of the European rulers, died suddenly in the Amalienborg Palace, in Copenhagen, yesterday evening, at the ripe age of 87, and with a suddenness that has startled every court in Europe. He was known as the father-in-law and the grandparent of Europe and the patriarch of royalty. He has been succeeded on the Danish throne by Prince Frederick, his eldest son, who was born June 3, 1843, and was married July 28, 1869, to Princess Louise, daughter of King Charles XV. of Sweden and Norway. Their second son, who married Princess Maud of England, is now King of Norway. The new king will be known as Frederick VIII. A majority of the royal houses of Europe will be plunged unexpectedly into mourning by the death of King Christian. The ruler of Russia, Great Britain, Greece, Sweden and Norway are directly related to the dead monarch either personally or through their consorts. His sons and daughters were preparing for their annual trip to Copenhagen for the purpose of celebrating his eighty-eighth birthday anniversary, when the news of his sudden death reached them. He was one of the wisest and best of rulers, and not only his subjects but people of all nations will regret his death. It came at a ripe age to a lonely man who had probably been longing for his own summons ever since the death of his consort, more than seven years ago. A good old man is dead, a notable historic figure has passed away. At peace with the world, rich in the loyal love of his subjects, with his realm prosperous and his throne and dynasty as secure as such things can be in this world, he had long faced the inevitable with composure, and has left a memory which will be envied by multitudes of his less favored fellow men.

INVESTIGATION OF THE Pennsylvania Railroad's relations with the Baltimore and Ohio, the Norfolk and Western, the Chesapeake and Ohio and other allied roads was begun by the House of Representatives yesterday, as was stated in the Gazette of that day. A resolution was adopted calling upon the President for all information now in the possession of the Interstate Commerce Commission tending to show that there has been a merger of these roads in violation of the anti-trust and interstate commerce laws. The action was forced by the democrats, and took the republicans entirely by surprise. Representative John Dalzell, the Pennsylvania railroad's faithful watchman, was asleep at the switch. He knew nothing of the approaching danger, nor did he wake up until it was upon him and had overwhelmed him. Then he strove manfully to minimize the damage, but all in vain. It is alleged that the control of the Chesapeake and Ohio and the Norfolk and Western by the Pennsylvania has worked enormous harm to Virginia and West Virginia interests. The Virginians had formerly done much to up-build the sections through which they ran, and had accomplished almost miraculous results in the development of the coal beds of Southwest Virginia and West Virginia. But since the Pennsylvania secured control of the roads all interests have been subordinated to the interests of the territory through which the Pennsylvania runs. The Pennsylvania road has practically dominated Congress for many years and interesting developments are expected as a result of the passage of the resolution.

THE President, it is claimed, will hereafter be found acting in harmony with the stalwart republicans and will permit the reformers to make their own fight as best they may without official recognition from the national administration. Recent experiences are said to have convinced the President that he has weakened his hold upon Congress by giving open aid and comfort to men in various States not in harmony with the republican organizations of those States, and he is said to have concluded that his first duty is to carry out his legislative programme, and as a means to that end to stand with the regular republican organizations of the States which are represented by the Senators and members in Congress. This is another jolt to the half-breeds!

THREE months of marching, maneuvering and drill in large bodies, under conditions approximating those of actual warfare and in imitation of the European armies, is the programme the general staff has evolved for the regular army for next summer and subsequent summers, provided Congress will grant the necessary funds—about \$1,000,000 yearly. This plan of mammoth maneuvers,

intended to increase the efficiency of the army, was suggested by President Roosevelt. This playing at war gives much concern to the peace-loving people of this country.

THE Supreme Court of Tennessee has reversed the decision of a lower court giving \$5,000 damages against the Nashville American for its account of a court proceeding. The court holds that a newspaper may publish trial proceedings, but that the reports must not be mingled with comment, the place for comments being in the editorial column. The reports must be fair and accurate. No fair newspaper could ask for a fairer decision.

THE treaty with Cuba ceding to that republic sovereignty over the Isle of Pines, which has been pending for over two years, has been favorably reported to the Senate. This is the Senate's proper answer to the recent effort of a few American jingo residents to set up a State of their own and to ask for American protection.

THE RECEIPT of news in New York that the House of Representatives had called on the President for information about the Pennsylvania Railroad's relations with the Baltimore and Ohio, the Norfolk and Western and other allied roads, gave the signal for an onslaught by the bears in the stock market that knocked the market into a coked hat and closed it at the lowest price.

From Washington.

Washington, Jan. 30. The most important of the ten sections of the Hepburn railroad rate bill, consideration of which was begun in the House today, and which will, after full debate, be brought to a vote a week from today, is section four, which confers the power on the Interstate Commerce Commission to establish a "just and reasonable and fairly remunerative rate or rates, charge or charges, to be thereafter observed in such case as the maximum to be charged." The power to initiate rates is not given. The section governing this power reads as follows:

"That the commission is authorized and empowered, and it shall be its duty whenever, after full hearing upon a complaint made or upon complaint of any common carrier, it shall be of the opinion that any of the rates, charges or charges, demanded, charged or collected by any common carrier, or subject to provisions of this act, for the transportation of persons or property as defined in the first section of this act, or that any regulations or practices whatsoever of such carrier or carriers affecting such rates are unjust or unreasonable, or unjustly discriminatory, or unduly preferential or prejudicial or otherwise, in violation of any of the provisions of this act, to determine and prescribe what will, in its judgment, be the just and reasonable and fairly remunerative rate or rates, charge or charges, to be thereafter observed in such case as the maximum to be charged; and what regulation or practice in respect to such transportation is just, fair, and reasonable to be thereafter followed; and to make an order that the carrier shall cease and desist from such violation, and to extend to which the commission find the same to exist, and shall not thereafter publish, demand or collect any rate or charge for such transportation in excess of the maximum rate or charge so prescribed, and shall conform to the regulation or practice so prescribed."

Section 10 repeats all laws in conflict with the provisions of this act, such repeal not to interfere, however with causes now pending.

The Pacific Mail Steamship Company is likely to get into trouble because of its deliberate refusal to handle freight consigned to it over the Panama Railroad, thereby occasioning a congestion which has seriously embarrassed the canal work on the Isthmus. Congress will be asked to adopt legislation either to penalize the steamship company under the coastwise laws; authorize the establishment of a government line of steamships between San Francisco and Panama; or other inducements to other private companies to compete. In the course of Secretary Taft's secret testimony before the Senate committee investigating Panama canal affairs, which has just been made public, he described the congestion of freight at Panama, and said that the question as to what should be done about it was presenting itself to the government with considerable force.

President Roosevelt did not lose any time in directing the Interstate Commerce Commission to report to him for the purpose of forwarding to the House of Representatives any information it might have in regard to the existence of the alleged Pennsylvania merger of railroads. By 10:30 this morning the resolution had reached the commission and Chairman Knapp at once called a conference to discuss the forthcoming report. The only data available, outside of facts of public knowledge, is contained in the confidential annual reports of the railroads, submitted to the commission in accordance with the interstate commerce act. No penalty can be imposed if these reports are not submitted, but by diplomatic handling, with rare exceptions, every railroad has submitted its annual report. It is believed that the facts contained in the reports are correct statements of existing conditions. But the fact that the Pennsylvania Railroad Company has a mere minority holding will not be taken as proof that it does not control the other roads mentioned in the resolution. In the investigations of the Interstate Commerce Commission, it has been noticed that companies at times intentionally purchased less than a controlling interest. It is intimated that they depend upon the holdings of individuals interested in the principal company to cooperate with the company in controlling the subsidiary companies. In this way violations of the law are avoided. It has become a matter of public knowledge at hearings that the Pennsylvania Railroad Company owns most of the stock of the Pennsylvania Company, which controls the Pennsylvania lines west of Pittsburgh.

General Wheeler's old comrades at arms, the veterans of Camp A., Wheeler's Cavalry, from Atlanta, forty strong, in command of Col. T. H. Jones, marched up to the White House yesterday morning to shake hands with President Roosevelt. The President shook hands with each and stopped the line every moment or so to greet this or that old soldier whom he had met before, with more vigor than the rest.

President Roosevelt's sister, Mrs. Cowles, was the central figure of a rather embarrassing incident on the House side of the Capitol today. Senator Warren, of Wyoming, escorted Mrs. Cowles, an-

other lady, and two gentlemen over to the House side, after the House had assembled. Somehow or other, they eluded the vigilance of the guards, and made their way into the lobby, from which the public is excluded. Senator Warren left the party there to go on the floor of the House, and there they were discovered by scandalous attaches. There was much whispered conferring and finally the chief usher called Mrs. Cowles' attention to his polite manner to the violation of the rules of which she and her party were unwittingly guilty. They hurriedly left the lobby, somewhat embarrassed, but in perfect good humor. Senator Warren took the blame himself for not being better informed as to the rules of the House.

In sheer astonishment, the Imperial Chinese Commissioners, in this country to investigate industrial conditions, witnessed the daring feats of members of the cavalry in the drill given at Fort Myer, Va., in their honor today. A number from the commissioners' suite accompanied the honored Chinese across the Potomac to the fort. Previous to this, the morning was spent in visiting the Smithsonian Institution and the National Museum.

Judge Magoon, governor of the canal zone was at the White House this morning to talk over a number of matters pertaining to isthmian affairs with the President. The Governor will remain here for two weeks and will then return to Panama. There is no city on the American continent of its size that is more agreeable to live in, said Governor Magoon, referring to the city of Panama.

Miss Shelby Converse, daughter of Rear Admiral Converse, is in a critical condition at her home in the Connecticut apartments as the result of being thrown from her horse while out riding yesterday afternoon. A frightful gash was cut in the side and it is feared that one of the bones in her leg is broken.

Efforts are being made in the House to prevent the resolution offered by Mr. Rixey for a congressional investigation of the naval academy from being adopted. An investigation is not desired by the authorities, for other things besides hazing might develop.

First Vice President Green and Third Vice President Rea of the Pennsylvania have come to Washington.

Charley Abbey, the former well-known baseball player, now employed on the Washington Post, was run over by a street car this morning and was seriously injured; his left arm had to be amputated.

MR. SWANSON'S INAUGURATION

With simple, but imposing ceremony and in the presence of a distinguished gathering of men and women from all sections of the State, Claude A. Swanson will take the oath of office as Governor of Virginia for a term of four years, beginning today.

Heretofore the Virginia Governors have assumed office with the beginning of the year. Under the new constitution the terms were changed by a month and Governor Swanson will be the first to go in under this system. The remodeled State Capitol will be the scene of the inauguration of 1906. In the magnificent surroundings furnished by the great building will be more brilliant than ever. The wide halls will be crowded with distinguished Virginians, and the State functions within the Capitol itself will give way in the afternoon and evening to a sound of brilliant social features.

The plans for the inauguration are about complete. The Governor-elect has expressed a particular desire that there shall be as little display and formality as may be possible under the circumstances. This idea will prevail in all arrangements. Democratic simplicity will mark the inauguration throughout, and only such form and pomp will be permitted as may be absolutely necessary.

The Governor-elect and Mrs. Swanson will reach Richmond today from Washington and will be at the Jefferson Hotel until the inauguration, which will occur on Thursday at noon before a joint-session of the two houses of the General Assembly held in the hall of the House of Delegates. The oath of office will be administered by Judge Stafford G. Whittle, of the Supreme Court of Appeals of Virginia. Prayer will be offered by the Rev. J. Sidney Peters, pastor of Trinity Methodist Church, Richmond.

The inaugural address will then be delivered by the new Governor. The inauguration of Lieutenant-Governor J. Taylor Elliston will follow immediately after the ceremonies attending the inauguration of the Governor.

In the presence of the General Assembly and a great attendance of others, the scene set in the historic surroundings of the Virginia Capitol will be very impressive. The great hall will be filled to overflowing. The gathering will be very brilliant, including, besides the members of the families of the Governor and Lieutenant-Governor, prominent men and women from all sections of the State. Both United States Senators from Virginia will be present, and a number of the Virginia congressmen, with congressmen from several other States, intimate friends of Mr. Swanson in the national capital. It has been reported that the congressional party will go from Washington in a special train and will include the entire Virginia delegation, but this feature of the program, if arranged, has not yet been definitely announced.

Owing to his great age, the father of the Governor-elect, who is seventy-six years old, will not be able to attend the inauguration, and the Governor's sister also will be kept at home with her father. The other members of the family will all be present.

Mrs. Swanson will attend the exercises in the Capitol, but on account of her mourning for her mother, will not participate in the social functions to follow.

After the inauguration Governor and Mrs. Swanson will repair to the executive mansion. From 2 to 4 o'clock Thursday afternoon the Governor will extend a reception to the members of the General Assembly, the State and city officials and such others as may desire to attend. This reception will be entirely for men. The visitors will be entertained at luncheon. At night a brilliant reception will be tendered to the new Governor by the Lieutenant-Governor at the residence of the latter, No. 10 east Franklin street. Some of the most prominent people of Richmond and Virginia will be present.

Secretary Taft sent to Congress yesterday 11 bills, making radical changes in the army and providing for the creation of a national reserve of 50,000 men.

Virginia News.

Wise & Myers, men's haberdashers, of Richmond, filed a petition in bankruptcy yesterday. The liabilities are \$8,922 56.

The game warden says it is unlawful to shoot robins until February 15th. The open season is from that date to April 1st.

Judge Nicol was on the bench when the annexation case was called in the Henrico Circuit Court yesterday. The case will occupy several days.

Mrs. Anna Brathwaite, wife of David L. Brathwaite, a farmer, of Frederick county, died yesterday at her home, at Cross Junction, aged 87 years. Mrs. Brathwaite was the daughter of James Coe.

John H. Herring, charged with killing his friend, Charles Ahern, on a street car on the afternoon of July 27, was found guilty of manslaughter in Richmond yesterday and sentenced to six months in jail.

Wm. J. Ficklin, who resided at "Belmont," southeast of Charlottesville, died Sunday night at the Martha Jefferson sanitarium of paralysis, at the age of 54. He was the only surviving son of the late Slaughter W. Ficklin.

Fruit men in the Valley of Virginia are much alarmed at the situation growing out of the recent warm weather. They say that it is practically certain that early crops will be ruined by the spring frosts that always follow periods of warmth.

Colonel Robert Withers, of Wytheville, was the recipient recently of a handsome Masonic jewel, the gift of the Grand Royal Arch Chapter, of which he was grand high priest from 1871 to 1873. Colonel Withers is the only southern man who has ever held the office of grand master of the Knights Templar of the United States. He was consul to Hong Kong at the time of the St. Louis meeting in 1886, but made the journey from Hong Kong in order to be present, and received a superb silver service.

THE LEGISLATURE.

A message was received from the governor informing the Senate of the appointment of Professor R. E. Blackwell, of Ashland, a member of the board of visitors of the Virginia Normal and Industrial Institute at Petersburg, to fill the vacancy occasioned by the resignation of E. C. Glass, and of Walter Dandridge McKenney, of Petersburg, to fill a vacancy upon said board caused by the death of Captain Charles E. Vawter.

A motion that the Senate go into executive session for the purpose of taking up nominations which had not been acted on by the Senate was made the special order for today.

The Senate agreed to the House joint resolution for the appointment of a committee of two from the Senate and three from the House to consider and report to this assembly the practicability of establishing a State printing office.

Senator Wickham, of Henrico, offered a bill allowing a fee of \$2 a day to school trustees for services rendered in attending meetings, provided that no trustee shall receive more than \$20 in any one year.

The following bills were introduced: To compensate school trustees. The bill permits trustees to receive \$2 a day for services, provided that no member shall receive more than \$20 in any one year.

To amend the constitution so as to separate school funds of whites and blacks so as to require the whites to support the white schools and the negroes to support the negro schools.

Providing for the organization and government of incorporated communities. The bill deals with the terms of office and other matters.

Providing for an annual appropriation for the State agricultural experiment station and regulating the expenditure of the appropriation. The bill appropriates \$10,000 for the station.

To create a State commissioner of game. The governor is to appoint prior to July, 1906, and each four years thereafter. The commissioner shall have an assistant in each magisterial district of the State. The commissioner's salary is to be \$1,800 a year and the assistant's, \$300 a year. The commissioner is to have supervision of the game laws, their enforcement, the protection of game, the licensing of hunters and other matters pertaining to the game laws.

A resolution came from the House, asking the concurrence, looking to the abolition of the State board of school examiners and inspectors and calling upon the general assembly to request the State board of education to abolish the same positions because they were expensive and unnecessary. The resolution went over until today.

HOUSE. A bill to provide for the expense of removing, supporting and maintaining insane persons was passed. The measure exempts the property of the insane and puts the entire burden on the commonwealth.

The new bill to regulate the crapping industry was passed by the House yesterday. A resolution was adopted and sent to the Senate for concurrence calling on the Board of Education to abolish the offices of the five district school inspectors.

The following bills were presented: To re-enact section 4129 of the code, relative to the treatment of sick convicts. To amend section 4167 of the code, in relation to penitentiary guards.

To amend section 1674 of the code, in relation to the punishment for the crime of robbery.

By Mr. Coleman. To amend section 175 of the code so as to empower clerks of courts to administer oaths and take affidavits.

Joint resolution proposing amendments to section 18 of article 2 of the Constitution of Virginia, and providing for publishing said amendments and certifying the same to the next General Assembly.

To amend chapter 44 of the code and to repeal sections 1039, 1040 and 1043 of same, regarding local assessments in cities and towns.

To amend section 2219 of the code, in relation to how minister authorized to celebrate rites of marriage.

To amend the act regarding the disposition of property for the maintenance of cemeteries, &c., and the holding of the same.

An agreeable movement of the bowels without any unpleasant effect is produced by Chamberlain's Stomach and Liver Tablets. For sale by Gibson & Timberman and W. F. Creighton & Co.

Today's Telegraphic News

From Richmond.

[Special Dispatch to the Alexandria Gazette.] Richmond, Va., Jan. 30.—The city is already filled with prominent people to attend the inauguration of Gov. Swanson, and others are steadily coming in.

The joint committee on arrangements will meet Mr. Swanson at 8 o'clock tonight for final completing arrangements and the committee will be formally entertained at the Jefferson.

The court of justice today, reported favorably the Torren system and registration bill in the House.

A measure of interest to cities and towns is that offered by Mr. C. x providing under what conditions consolidation may take place. It will be opposed by some members.

The Railroad Rate Bill.

Washington, D. C., Jan. 30.—Starting charges were publicly made by Mr. Charles E. Townsend today, in his speech in the House opening the debate on the Hepburn railroad rate bill reported unanimously by the committee on interstate commerce. He declared that the opposition had "endeavored to discredit the administration in various matters in order to distract attention from this great question." He predicted that "delay will be caused wherever possible, in the vain hope that something will happen yet to prevent final action."

He spoke of a lobby, "rich and powerful," of "unwarranted interference with the people's rights," of the "dictation of the nomination and election of legislators" by the corporations. He warned them that to further oppose railroad legislation might bring upon them "the fate which an indignant people is sure to visit upon the corporations who, believing that they are above and beyond the law, seek to become a law unto themselves."

Mr. Townsend, with Mr. E. C. E. as the joint author of the railroad rate bill that passed the House last year. In a long and carefully prepared speech, the Michigan statesman went over the situation today. He spoke of the bill passed by the House last year, "the advocate of which knew, or felt, they knew, that the requirements of the people would never be less, and that delay would simply increase the demand for more radical railroad legislation."

This statement that the people would demand more this year than they did last, had been circulated by the carriers and favored shippers, he said, with the legislation "that business interests had been threatened and that disaster was liable to follow."

"A year has passed," Mr. Townsend continued, "and yet business has not been disturbed; railroading has extended its operations, increased its mileage and improved its facilities and equipment in an almost unprecedented manner, thus furnishing conclusive answer to the carrier's own arguments."

"Today we offer a new bill and I present it to you now, as I did the one of last year, with the statement that it is probably the least the people will accept."

It confers wider powers than its predecessor, for the reason that the demand is for a greater exercise of the government's control over public carriers. It may not remedy every defect in existing laws to which every complaint has called the Interstate Commerce Commission's attention, but it is believed that it will be sufficient to secure every defect against which any considerable objection is made.

"The committee, or at least a majority of it, believes that this bill is not only within the constitutional powers of Congress, but that it is clearly an expression of the duty of Congress to the American people."

He outlined at length the provisions of the bill and spoke of the gross injustice that has been done the people of the United States through special services, such as the private and refrigerator car lines. "We believe," he declared, "that the bill effects a complete remedy for these evils."

He criticized the means employed by some of the opposition to rate legislation. Mr. Adamson, of Georgia who is in charge of the debate on the railroad rate question in the House on behalf of the minority, made the opening speech to the democrats following Mr. Townsend. At the outset he declared that he, for one, "had never seen any reason to make the subject of commerce a partisan question yet, unfortunately, matters affecting our commerce in various ways have divided the people of the country through our entire history."

He cited democratic platform declarations favoring railroad rate regulation and referred to the silence on that subject of the republican declarations.

"But if the result of the last election was claimed by any body, as a victory, against railroad regulation," he said, "the President-elect, undoubtedly the ablest as well as the most honest and fearless republican President we ever had, promptly disabused their minds by taking promptly, perhaps, as advanced position, in favor of our platform declaration on the subject, as our own candid declaration would have done had he been elected."

Mr. Adamson outlined the work done on the bill by the House committee, and showed how the suggestions of the democrats, looking to the improvement of the Hepburn bill, "were promptly accepted and gracefully appropriated" by the majority. "There was then nothing obnoxious in the bill," he said. "We had won that much." He expressed the hope that the bill would be passed without amendment, and in conclusion declared that he had no sympathy with the prediction that the bill would be pigeon holed in the Senate.

New Pennsylvania Railroad.

New York, Jan. 30.—Wall street regards with much apprehension today the possibility that may grow out of the resolution passed in the House of Representatives in Washington yesterday, calling for information regarding the control by the Pennsylvania Railroad, through stock ownership of the Baltimore and Ohio Railroad and other so-called Pennsylvania railroads. An investigation of the extent of influence that the Pennsylvania wielded over the lines, in which it has a virtual controlling interest, might show that competition had been destroyed in violation of the interstate commerce act, and that suits similar to the Northern Securities suit would be brought in the federal court to compel the Pennsylvania to disgorge its holdings of stock in other roads. A Wall street operator, who has made a specialty of the Pennsylvania group, said this morning: "If it was possible to smash the Northern Securities Company on the ground that the

roads merged were parallel lines the Pennsylvania seems amenable to the same law. Properly speaking, the Pennsylvania group comprises the Baltimore and Ohio; the Norfolk & Western and the Chesapeake and Ohio. There are many minor groups of smaller roads. The Baltimore and Ohio is a trunk line which parallels the Pennsylvania from here to Chicago, and should actively compete for business at Philadelphia, Baltimore, Washington, Pittsburgh, Cleveland, Columbus, Cincinnati, St. Louis and Chicago, as well as many other points. The Baltimore and Ohio is operated as an independent system, but the extent of its independence may be gauged by the fact that out of the outstanding capital stock of \$184,000,000, of the Baltimore and Ohio, the Pennsylvania owned last year \$83,000,000. Such a tremendous block of stock amounts to nothing more than actual control, and the Pennsylvania dictates the operating policy of the Baltimore and Ohio. The Pennsylvania owns \$26,000,000 of the \$89,000,000 capital stock of the Norfolk and Western road, and holds \$10,130,000 of the \$62,000,000 capital stock of the Chesapeake and Ohio Railroad."

Discussion on the floor of the stock exchange this morning of the possibilities of an investigation into the holdings of the Pennsylvania had an unsettling influence on stocks all day and fluctuations were extremely feverish.

New York, Jan. 30.—A full meeting of the directors of the Pennsylvania Railroad will be held in Philadelphia on Thursday, at which the House resolution will be considered. Some of the directors, who are in New York, said this morning that the road had nothing to conceal and will present all the facts to the government. A leading interest said that the Pennsylvania's control of the Baltimore and Ohio, Chesapeake and Ohio and Norfolk and Western is held jointly with the Vanderbilts. Instead of being in restraint of trade this combination was made for the express purpose of protecting the traffic interests of all the roads concerned.

Prince Frederick Proclaimed King.

Copenhagen, Denmark, Jan. 30.—Prince Frederick eldest son of the late King Christian, was proclaimed King of Denmark at noon today. The new King assumed the name of Frederick VIII.

This city is in deepest mourning for King Christian IX., the monarch whose death occurred yesterday. No arrangements have yet been made for the funeral and it will probably be some time before the plans are completed. The king's death came so suddenly that not all of his immediate family in Copenhagen could reach his side. His last words to the children who surrounded him were: "God bless you, children."

The funeral of King Christian is almost certain to bring together a great assemblage of royalties. Kaiser Wilhelm has telegraphed that he intends to attend the funeral. It is expected that King Edward of Great Britain, and the Czar will be present, and as King George of Greece and King Haakon of Norway are sure to attend, this will make a total of five monarchs. In addition, the Queens of England, Norway, Greece, and the Dowager Empress of Russia will be here.

Athens, Jan. 30.—King George of Greece will leave immediately for Copenhagen, to attend the funeral of his father, King Christian, of Denmark, who died suddenly yesterday.

Preparing for Wedding.

New York, Jan. 30.—Miss Alice Roosevelt spent a busy day with Madeline Dunston today putting the finishing touches on her trousseau. There are eleven gowns and three evening wraps for Miss Roosevelt, which are nearly completed by Madeline Dunston. They are the fin-de-siècle creations of the dressmaker's art, for Madeline Dunston has spared neither expense or time. Miss Roosevelt did some general shopping today to complete her trousseau. Congressman Longworth did some shopping on his own hook this morning. In company with Miss Roosevelt he will go to Hoboken to meet his sister, the Countess de Chabrun, who is expected to arrive on the Kaiser Wilhelm der Grosse, this afternoon. The Countess comes to attend the wedding. While Miss Roosevelt had planned no social engagement while here, countless invitations poured in upon her, so that after all her trip may result in one round of entertainments, luncheons and dinners.

Judge Deuel to Resign.

New York, Jan. 30.—To avoid impeachment proceedings which District Attorney Jerome had planned to bring against him before the Appellate Division of the Supreme Court, Justice Joseph M. Deuel will resign from the Bench of the Court of Special Sessions, it is authoritatively stated. His resignation may be expected this week. In the course of the Haggard trial it was shown that Justice Deuel had been drawing a salary of \$1200 from Town Topics, and another of \$1800 from Smart Set, as vice president and counsel respectively for these two publications, at the same time that he was enjoying \$9000 a year from the State as a Justice. The city charter expressly forbids a Justice of the Court of Special Sessions to engage in any other business while on the bench.

Kid Sullivan Defeated.

Boston, Jan. 30.—Another of the Herford stable of fighters went to defeat last evening when Dave Desler, of Cambridge, knocked the championship of the middleweight Sullivan, of Washington, higher than a kite, at the Douglas Athletic Club, Chelsea. Though it took Desler the full 15 rounds in which to do the trick, he did it so decisively that there was not a question of doubt as to his superiority over Sullivan in the midst of the 1,200 or 1,500 persons who saw the contest. Every round but the first Desler was master of the situation.

Deafness Cannot be Cured

by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflammation of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, deafness is the result, and unless the inflammation can be taken out of this tube and restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are caused by Catarrh, which is nothing but an inflamed condition of the mucous surfaces. We will give One Hundred Dollars for any case of Deafness (caused by Catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars, free.

P. J. CHENEY & CO., Toledo, O.

Sold by all Druggists, 75c.

Take Hall's Family Pills for constipation.

Indigestion Overcome.

Indigestion is easily overcome by the use of Kodol Dyspepsia Cure, because this remedy digests what you eat and gives the stomach a rest—allows it to recuperate and grow strong again. Kodol relieves indigestion, Belching of Gas, Sour Stomach, Heart-Burn, etc., enables the digestive organs to transform all foods into the kind of rich red blood that makes health and strength. Sold by W. F. Creighton & Co., 401 King street.

Planning Massacres.

St. Petersburg, Jan. 30.—Late advices received from the southern provinces say that fresh massacres of the Jews in that region are planned. It is stated that the people are planning to set fire to several towns as a part of the plan of attack on the Jews. The Jewish inhabitants of many Southern towns are fleeing in a wild panic.

A dispatch from Tiflis says that General Griaznov, chief of the vicerey's staff, was killed with a bomb. The assassin was captured.

Countess Witte has become a member of the orthodox church, having changed from the Lutheran Church of which she formerly was a member. The change is made under the name of Mary instead of Matilda.

Explosion of Magazine.

Memphis, Tenn., Jan. 30.—A powder magazine in South Memphis, a suburb, is reported to have blown up this morning. Several persons are reported injured. No one was killed.

Head-on Collision.

Spokane, Wash., Jan. 30.—A collision on the Great Northern Railway a mile west of Columbia last night resulted in at least four deaths and probably more. The Great Northern Oriental Limited No. 1, westbound, crashed into eastbound passenger No. 2. A fireman on each train was killed and Conductor Quinn was probably fatally injured. A great number of passengers of both trains were injured and many coaches were piled up in a mass of wreckage. It is reported that several passengers on No. 2 were killed. Both locomotives were turned completely over and piled up together many feet from the rails. Disobedience of orders is said to have caused the accident. A later dispatch says that an express agent named Wurzbacher was also killed.

Accident to Automobile.

Pittsburg, Pa., Jan. 30.—Former Senator William Flinn and his coachman were thrown from a runabout at Fifth avenue and Elm street this morning as the Senator was driving to his office on Forbes street. The rig was struck by a Fifth avenue trolley car, overturned and both occupants were hurled to the street. Mr. Flinn was stunned for a brief interval and sustained a gash and large laceration on the head. He quickly recovered, however, and walked unassisted to his office. The coachman was not seriously hurt. The motor-man was running at high speed and was unable to check his car in time to avoid the collision